

## ZR-2 Disaster Claimed Toll Of 44 Lives

**Texas Was Only One of 18 Americans Aboard Giant British Dirigible Who Survived Blast on Craft**

**Defects in Hull Blamed**

**Destruction of Vessel Occurred on Eve of Turning It Over to U. S. Navy**

The most serious disaster in air navigation, preceding destruction of the Roma, was that which caused the loss of forty-four American and British lives when the British-built dirigible ZR-2 was destroyed the evening of August 24, 1921, exploding over the City of Hull and collapsing a few minutes later in the River Humber. Chief Petty Officer Norman O. Walker, of Comptox, Tex., was the only American on board who survived.

The ZR-2 was on the last lap of a thirty-hour test flight, following which she was to have been turned over to the American Navy, the United States government having purchased the craft. Only six members of the crew of fifty British and Americans were saved. All but one of the rescued were American. Seventeen American officers and men lost their lives and twenty-seven British died.

The ZR-2 was to have been turned over after this final test to Commander Louis H. Maxfield, who was to have piloted her with an American crew to its \$1,000,000 hangar at Lakehurst, N. J., which had been completed hurriedly in anticipation of the airship's early arrival.

**Due to Structural Defects**  
The explosion took place while the ZR-2 was making her first full speed test. It was decided later, after an official inquiry, to have been due to serious structural defects which caused the hull to buckle under strain of high speed.

Prior to her final flight, the ZR-2 had made several short journeys. On each of these flights were discovered when the engines were advanced to full speed. On her first trip the ship was forced to descend before scheduled time because control wires became loosened as a result of vibration. On the second trip it was found that the newly-installed balanced rudders had been made too large. The third flight disclosed for the first time that the ship's hull was structurally defective.

On this trip the airship had attained a speed of fifty miles an hour, or ten miles less than the contract specified. Only five engines were running at the time that this weakness developed.

The ZR-2 was then returned to her hangar in Howden and extensive changes were made in the hull with a view to strengthening it longitudinally. Impatience at delays in the making of the ship, both in England and the United States, were met by General E. M. Maitland, of the British Air Ministry, who was in the United States as an official observer on the British dirigible R-34, with a declaration that he would not be influenced by public clamor in the United States. England in fixing a date for the ship's departure, until he was convinced of her stability and fitness.

**Weakness Found in Hull**  
It was demonstrated on subsequent inquiries that the disaster that the dirigible hull of the ZR-2 was not sufficiently strong for the size of the ship.

Five of the six men who escaped from the ZR-2 wreckage were Philip, Lieutenant A. W. Wann, commander; E. W. Davies, British seaman; W. H. Patten, British seaman; H. Bateman, of the National Physics Laboratory, London, and Norman Walker, the American petty officer.

The airship, it was subsequently announced, had never been officially designated ZR-2, but was in fact still registered as the R-38 when destroyed.

**Report on ZR-2 Crash Said To Be Sensational**

LONDON, Feb. 21.—What are characterized as "sensational disclosures" are made in the Air Ministry's report into the ZR-2 disaster at Hull last summer, says a dispatch correspondent. "The Evening Star" in an article regarding the report in question, which has not yet been made public.

The correspondent, who says no decision has been yet reached in regard to making public the report, asserts that much of the Air Ministry's inquiry "will be found to contain findings to all intents and purposes metrically opposed to those of the naval experts," and he adds that the whole system under which the ship was constructed is strongly condemned.

Referring to the findings of the preliminary court of inquiry, the correspondent says:

"It was suggested that had design in the casing and weakness in the framework, which was unable to stand the strain of full flight, led to the disaster. This point is stressed in a further and detailed report, which is still being studied by the chiefs of the Air Ministry."

**Operators in Two States Reject Coal Wage Parley**

**Illinois Owners Ready to Confer, but Have Small Hope of Averting Strike**

CHICAGO, Feb. 21.—Efforts of John I. Lewis, president of the United Mine Workers, to get the coal operators of Illinois, Ohio, Indiana and western Pennsylvania to meet union leaders in a wage conference at Cleveland March 2 were partly nullified today by refusals by the Ohio and Pennsylvania operators to enter such a conference. Illinois pit owners expressed willingness to enter such a conference, but with no hope that it would avert a strike on April 1. Indiana operators will determine their attitude tomorrow.

Lewis hoped that the conference might result in agreement on a new wage scale. He reiterated his Indiana statement that the miners "don't want to strike," but added they were "firmly opposed to wage cuts."

The railroad brotherhoods and mine workers were to have held a meeting in an attempt to arrive at a mutual understanding until today but postponed it until tomorrow. It is more and more evident that no move will be made toward an alliance of these two labor forces, as was expected a few weeks ago.

**From The Tribune's Washington Bureau**  
WASHINGTON, Feb. 21.—Pressure is being brought to bear by agents of the Department of Commerce and the Department of Labor to avert a coal strike on April 1. The possibility of a strike was discussed at a meeting of the President and his Cabinet, and Secretary of Commerce Hoover and Secretary of Labor Davis reported the steps being taken to block any strike.

THIS, however, the expert American campaigner, charged with assuring persons in speeches made during his campaign for Mayor last fall that he would "back up" federalists that he intended to resign. On the charge the court found him guilty of inciting to commit crime.

Originally thirty other district charges were made by Attorney General Allen and the Boston Bar Association against Pelletier.

Eight of the cases in which suits were found were of blackmail. "Most, if not all, of the charges of conspiracy against the respondent included Daniel H. Coakley as a conspirator either alone or with others," the court said.

Coakley, a Boston attorney, figured also in the testimony at the trial as a result of which Nathan A. Tilton was removed as District Attorney of Middlesex County last summer. In both trials testimony showed that he received large sums of money as fees for averting prosecution or for other purposes.

The court said that the sum of \$500 paid to Coakley to avert prosecution of the Emerson Motors Company of New York for selling irregularly was "plainly in excess of the value of any professional services" which might be rendered in averting a prosecution.

## Notable Aircraft Accidents of 20 Years, in Which 91 Persons Died

The development of airship navigation has been attended by a series of disasters ever since the historic moment that Santos-Dumont piloted his tiny dirigible gas bag around Eiffel Tower in Paris. The following list shows many of the serious accidents in the last twenty years other than those which were due to military acts during the World War. A total of ninety-one lives were lost in the accidents enumerated below:

August 8, 1901—Santos-Dumont's dirigible burst; pilot narrowly escaped.

October 19, 1901—Santos-Dumont hurled into sea at Monaco from another dirigible which burst.

May 12, 1902—M. Severo and companion killed when dirigible exploded at Paris 1,300 feet in the air.

October 13, 1902—Baron Bradsky and assistant killed at Pierrefitte, Paris, when dirigible exploded in the air.

October 10, 1902—British military dirigible Nulli Secundus wrecked in gale near London.

August 5, 1908—Zeppelin I struck by gust of wind at Echterdingen while anchored and exploded.

May, 1909—Zeppelin II struck a tree at Goettingen and was wrecked.

September 26, 1909—French dirigible Republique exploded in air and killed four French officers.

June 28, 1910—The German airship Deutschland I was wrecked on her maiden voyage.

July 3, 1910—Zeppelin VI destroyed by fire.

July 3, 1912—Vanman airship exploded in air just after leaving Atlantic City on first attempt to fly across the Atlantic. Five killed.

March 19, 1913—Zeppelin Z-1 broke in two while making a landing.

September 9, 1913—Zeppelin Z-5 carried away in storm. Two killed.

September 9, 1913—Zeppelin L-1 destroyed by storm off Heligoland. Fifteen lives lost.

June 20, 1914—Nine soldiers killed at Vienna when airplane crashed into airship during maneuvers.

July 21, 1916—Ten persons killed at Chicago when a Goodyear dirigible exploded in the air and fell in flames into the Illinois Trust and Savings Bank.

August 24, 1921—Forty-four killed when giant dirigible ZR-2 burst into flames in the air while on test flight near Hull, England.

**New Jersey Guard To Be Reorganized; Veto Is Overridden**

**Gen. Borden Storm Center Since His Selection as Head; Move to Oust Him Follows Official Probe**

**Special Dispatch to The Tribune**  
TRENTON, Feb. 21.—The disturbed condition of the New Jersey National Guard reached the turning point today when the Senate passed the Powell bill over the veto of Governor Edwards.

The bill is now law and its effect is to abolish the New Jersey National Guard as it existed in the 67th Brigade and to provide in its place a complete reorganization, with changes in personnel and units.

Guard conditions in New Jersey have for months been chaotic. Since the selection of General Howard S. Borden, of Oceanic, as Brigadier General there has been confusion and delay. Some cliques of the guard were in favor of General Borden, while others vigorously attacked the methods by which he was elevated and his ability to handle the position, although he had passed the severe test imposed by United States army officers. The MacKay legislative committee made an inquiry into guard activities and recommended that the guard be reorganized.

Following the passage of the Powell bill by both the House and Senate, Governor Edwards vetoed it, alleging that it would have the effect of reducing the National Guard into partisan politics and that it was unfair to the faithful men of the service to oust them because of the evident desire to bring about the downfall of General Borden. General Borden's resignation as brigadier general did not clarify matters.

The vote was thirteen in favor of overriding the Governor's veto and four against. Those voting to override the veto were Allen, Brickett, Case, Frouder, Hazen, Mackay, Patten, Barry, Reeves, Robert, Ransom, Wallworth and White, all Republicans.

Those voting to sustain the Governor's veto were Barber and Simpson, Democrats; Smith and Whitney, Republicans.

**Riley's Death Reported To Mother-in-Law Here**  
**Young Lieutenant Had Been a Father Only Six Weeks; News Telephoned to Widow**

When word of the death of Lieutenant William Edward Riley was received at 526 East Eighty-sixth Street last evening, Mrs. M. Harscher, his mother-in-law, caught the first train for Aberdeen, Md., to be with her young daughter, who became a mother only six weeks ago.

Before departing Mrs. Harscher said that her daughter, Mildred, who is twenty-four and was married only a year, had lived in constant dread of an accident of this kind. She broke the news to her as gently as possible over the long distance wire. Only last Sunday the husband and wife were together at Aberdeen, when Lieutenant Riley went over from Langley Field to visit her. They passed Christmas with Mr. and Mrs. Harscher and their two sons. On their visits to New York they stayed with Mrs. Riley's mother.

Lieutenant Riley was twenty-five years old and was born in Stamford, Conn. So far as Mrs. Harscher knows, he is survived by no relatives except his wife, baby and an aunt in Stamford.

During the war Lieutenant Riley was in training at Omaha, his mother-in-law said. He always was interested in ballooning and was flying at the time he first met his wife in New York. He was ambitious about his work and had become a member of the dirigible staff because he wanted all the experience he could get.

"We are stunned by what has happened," said Mrs. Harscher. My daughter and her husband were devoted to each other and the father was so proud of little six-weeks-old Dorothy. William was a tall handsome chap, clean-cut and very enthusiastic about flying. He had been at it since he left school. My daughter had a dread of it, but she never anticipated anything like this."

**Shooting of Man Laid To Drug Venders' Feud**  
**Invasion of Territory by Narcotic Peddlers Blamed for Rivington St. Battle**

James Petrucci, twenty-five years old, living at 252 Elizabeth Street, was shot in the neck last night in what the police declare to have been a territorial fight among venders of narcotic drugs.

Petrolman John F. Wade, of Clinton Street police station, who was on duty last night, heard the shooting and saw several men trying to help another enter an automobile that stood in Rivington Street. He found Petrucci wounded. At Gouverneur Hospital, where he was taken, it was said he might die.

Detectives Herbert and Josephs, of Clinton Street station, investigated an affray they were informed had taken place in the saloon of B. Stern, 67 Sheriff Street. There they placed under arrest Charles Fabrizio, twenty-six years old, of 35 Avenue C, and Benjamin Zwinn, alias "The Monk," twenty-three, of 172 Delancey Street. The two latter are held as material witnesses.

## Daughters Sue To Oust Bourne Will Executors

**Charge Big Financial Loss in Handling of Singer Sewing Machine Official's \$500,000,000 Estate**

**Negligence Is Alleged**

**Sale of Stock at Prices Lower Than Offered on Exchange Cited in Papers**

RIVERHEAD, L. I., Feb. 21.—The removal of the executors of the will of Frederick G. Bourne, president of the Singer Sewing Machine Company, who left an estate valued at about \$500,000,000, is asked by the two daughters of the testator in objections filed in the Surrogate's Court here today to the accounting made by the executors.

The executors are Arthur K. Bourne, a brother, and George P. Vail. The daughters are Mrs. Mary Bourne Strassburger and Miss Marjorie G. Bourne. They ask the removal of the executors on the ground that they have been negligent in many ways, and that because of this negligence many thousands of dollars have been lost to the estate.

Mr. Bourne died March 9, 1919. His will was filed in Suffolk County, his death having occurred at Oakdale.

It is charged in the papers that during 1919, 1920 and 1921 the executors retained on deposit in banks an average cash balance of \$854,258, which the daughters maintain, was too large and unnecessary.

The executors, the daughters charged, loaned 3,200 shares of Delaware, Lackawanna & Western stock to Sayler, Smith & Ward, Manhattan brokers, and that no compensation was received for it, the stock being used by the firm for three months. It is also alleged that the executors later sold the stock for about 185, whereas three months later it was selling at 260. The estate, it is said, lost \$225,000 by this transaction.

It is also charged that the executors sold \$1,400,000 of New York City bonds at a price lower than could be obtained in Wall Street and that the estate suffered a loss of \$13,000 by this deal. In another instance, it is said, the executors sold New York City bonds valued at \$1,000,000 at a loss to the estate of \$145,000. Again, it is charged, they sold New York City bonds valued at \$850,000 at a loss of \$18,000 and that \$800,000 worth of New York State bonds were disposed of at a loss of \$15,000 to the estate.

The daughters also charged that from April 1, 1919, to February 28, 1920, the executor had received a salary of \$5,500 for services which were not required by law and which he was not entitled to. The paper also said that \$10,053.35 was paid to Clayton Mayo for "services" which he was not entitled to.

**Schanzer Sails for Italy With Faith in Future**  
**New Tariff Working to Restore Vital Trade Relations, Says Arms Delegate**

Senator Carlo Schanzer, head of the Italian delegation to the arms limitation conference in Washington, sailed for Rome yesterday, accompanied by Senator Luigi Albertini.

He said that Italy, through her part in the war and her present attitude, had shown to America and the other nations participating in the conference that she had made a definite and substantial effort towards a durable peace for all peoples.

"To proceed quickly and safely to this economic reconstruction of Italy," he said, "it is necessary for us to establish intimate trade relations with the United States, especially by increasing our exports to this country. Before the war the United States was the second market for Italy, coming after France, Switzerland and Great Britain, absorbing only a little over 8 per cent of the Italian exports instead of 10 per cent, as before the war. The emergency tariff is still tending to reduce the exports of Italy towards the United States and the proposed tariff would reduce them still further. However, we have faith in the sentiment of equity of the American legislators and trust that they will not forget the warning of President Harding, one of the ablest statesmen of the world, and who, in his inaugural speech at the conference in Washington said that no nation can expect to sell where she does not want to buy."

Officers were elected yesterday. Colonel Arthur S. Dwight, of New York, is the new president, succeeding Edwin T. Ludlow. J. V. W. Heynders and A. R. Ledoux, both of New York, were elected vice-presidents and directors. Other new directors are Charles F. Rand, George D. Barron, William H. Bassett, Thomas R. Stearns and William Kelly. The convention will continue until Thursday.

The result had been the ruin of many small operators, Mr. Arnold said, and hence Congress should give the President power to fix an import duty on oil which could be made effective whenever needed to protect the American industry.

Walter Teagle has endeavored to show by statistics that the foreign imports of oil have little effect upon the price of our light domestic crude oil. Mr. Teagle's case is greatly weakened by the fact that the price fixers knocked 70 per cent from the price when the great glut of Mexican oil loomed last winter, but began raising the price again immediately it dawned on the fixers that most of the proven Mexican fields were doomed to speedy exhaustion.

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## Legislature to Rush Work on City Measures

**Nearly 500 Bills Delayed for Special Session To Be Taken Up at Once as Extra Sitting Is Called Off**

**May Delay Adjournment**

**Charter Board Does Not Expect to Have Its Report Prepared This Summer**

From a Special Correspondent  
ALBANY, Feb. 21.—Republican legislators from New York City, when they learned today that about 500 bills affecting the greater city would be acted upon by the Legislature in the next three weeks, expressed the belief that the date of adjournment, which has been set for March 17, should be extended.

This date was originally fixed by three or four men in the two branches of the Legislature and agreed upon by both houses without protest because every one in authority here, from the Governor down, thought that no New York City legislation would be considered at the regular session, but would be taken up at the special session, when the proposed New York City charter would be acted on.

Governor Miller said today that he had received word from the New York Charter Revision Commission that it was not likely that the commission would have its report ready this summer. Asked if this meant that legislation affecting New York City would be considered at the present session, he replied that that was up to the Legislature.

Speaker H. Edmund Machold of the Assembly said that the Legislature immediately would begin consideration of New York City bills. In this he was

seconded by Clayton R. Lusk, majority leader of the Senate. Legislative leaders agreed that there would not be any special session.

New York City Republicans at once began to express the fear that hasty action on the hundreds of measures affecting the city which the change in program necessitates would not only work to the detriment of the city, but would hurt the Republican party locally.

While the New York City Republicans were wondering what they could do, Senator James J. Walker, minority leader of the upper house, added to their dismay by informing the Senate that Speaker Machold had declared that the five Republican county leaders of New York City would meet and decide what legislation affecting the city should be passed and what should be killed.

Walker fears "clubfoot" legislation. "Speaker Machold, according to the newspaper reports, which have just been brought to my attention," said Senator Walker, "is quoted as saying that he has resorted to this novel method of handling New York City legislation so that it can never be charged again that New York City has had legislation foisted upon it by haysed legislators. If that is true, I earnestly hope that he will continue to suffer from haysed legislation, rather than from the 'clubfoot' legislation which would be wished upon us if the five Republican county leaders are to decide what is best for the city."

Speaker Machold said he had been quoted incorrectly. The fact remains, however, that there has not been a single hearing on any New York City legislation and it would be physically impossible to give any sort of adequate consideration to measures affecting the city.

Walter Arndt, secretary of the Citizens Union, after conferring with a number of New York City Republicans, issued a protest against the proposed state rollering of New York legislation.

**Fear Exists More McCook Men Died With Vorack**  
DAYTON, Ohio, Feb. 21.—Charles L. Vorack, one of the men who were injured in the Roman accident, is a foreman in the assembly department at McCook Air Field, Dayton. Officials at the field say Vorack had been sent to Langley Field in command of a detail and fear was expressed that other McCook Field men may have been with him in the dirigible.

**Prosecutor in Boston Ousted In Graft Case**

**Court Rules Pelletier Used Office for Favoritism and to Conspire With Lawyers to Extort Big Sums**

**Blackmail Charge Upheld**  
**Campaign Speeches, Alleged to Promise Immunity, Called "Inciting Crime"**

BOSTON, Feb. 21.—The Supreme Court today removed Joseph C. Pelletier from the office of District Attorney of Suffolk County. Its unanimous decision was that he had used his office for "private favoritism and personal aggrandizement."

Pelletier was charged with conspiring with certain attorneys to extort large sums of money was held to be proved. The fact that Pelletier and Senator James A. Reed, of Missouri, his chief counsel, elected at the trial to introduce no testimony in defense was declared by the court to warrant inferences unfavorable to the respondent.

"It is conduct in the nature of an admission," the court declared. Pending appointment by Governor Cox of a successor to Pelletier, Attorney-General J. Weston Allen assigned Albert Hurwitz, one of his assistants, to the office temporarily. He directed also that Daniel M. Lyons, an Assistant District Attorney under Mr. Pelletier who had charge of the prosecution of an indictment for larceny against the Attorney General, be retained in office "in order that Mr. Pelletier's purposes in the conduct of the proceedings against the Attorney General may not be interrupted in any way by Mr. Pelletier's removal."

**Campaign Promises Recalled**  
Subsidiary to the charges of irregularities in office, the District Attorney

was charged with assuring persons in speeches made during his campaign for Mayor last fall that he would "back up" federalists that he intended to resign. On the charge the court found him guilty of inciting to commit crime.

Originally thirty other district charges were made by Attorney General Allen and the Boston Bar Association against Pelletier.

Eight of the cases in which suits were found were of blackmail. "Most, if not all, of the charges of conspiracy against the respondent included Daniel H. Coakley as a conspirator either alone or with others," the court said.

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**Gold Found in Austrian Alps**  
GENEVA, Feb. 21. A Swiss engineer has discovered gold in the Austrian Alps near Grossglockner. It was reported today. The mine is said to have a daily yield of 100 grammes of gold.

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